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DEPARTMENT OF TRANSPORTATION

Federal Aviation Administration

**RTCA SPECIAL COMMITTEE 195;
SPECIAL MEETING; LITHIUM
BATTERIES**

Pursuant to section 10(a)(2) of the
Federal Advisory Committee Act (P.L.
92-463, 5 U.S.C., Appendix 2), notice is
hereby given for Special Committee
(SC)-168 meeting to be held September
15-16, starting at 9 a.m. each day. The
SC-168 finished their work in 1995 and
several attempts to reference RTCA DO-
227 in a TSO have been unsuccessful.
The RTCA Program Management
Committee approved this one time
meeting to help resolve the issues
identified. The meeting will be held at
RTCA, Inc., 1140 Connecticut Avenue,
NW, Suite 1020, Washington, DC,
20036.

The agenda will include: September
15 and 16 (1) Welcome and
Introductions; (2) Status of Lithium
Battery Activities;

(3) Review of TSO-C142, Comments
Received and Conclusions;

(4) Recommend and Approve the
Process and wording to Resolve the
Open Issues Identified; (5) Other
Business; (6) Closing.

Attendance is open to the interested
public but limited to space availability.
With the approval of the chairman,
members of the public may present oral
statements at the meeting. Persons
wishing to present statements or obtain
information should contact the RTCA
Secretariat, 1140 Connecticut Avenue,
NW, Suite 1020, Washington, DC,
20036; (202) 833-9339 (phone); (202)
833-9434 (fax); or <http://www.rtca.org>
(web site). Members of the public may
present a written statement to the
committee at any time.

Issued in Washington, DC, on August 12,
1999.

Janice L. Peters,
Designated Official.

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DEPARTMENT OF TRANSPORTATION

Federal Highway Administration

**Environmental Impact Statement;
Portsmouth & Tiverton, RI**

AGENCY: Federal Highway
Administration (FHWA), RIDOT.

ACTION: Notice of intent.

SUMMARY: The FHWA is issuing this
notice to advise the public that an
Environmental Impact Statement will be

prepared for the proposed rehabilitation
or replacement of the Sakonnet River
Bridge, carrying RI Route 24 between
Portsmouth and Tiverton.

FOR FURTHER INFORMATION CONTACT:
Daniel J. Berman, Assistant Division
Administrator, Federal Highway
Administration, 380 Westminster Mall,
Room 547, Providence, RI 02903,
Telephone: (401) 528-4560; OR,
Edmund T. Parker, Jr., P.E., Chief Design
Engineer, Rhode Island Department of
Transportation, Two Capitol Hill, Room
231-D, Providence, RI 02903,
Telephone: (401) 222-4911.

SUPPLEMENTARY INFORMATION: The
FHWA, in cooperation with RIDOT, will
prepare the Environmental Impact
Statement (EIS) for the proposed
rehabilitation or replacement of the
Sakonnet River Bridge carrying RI Route
24 between Portsmouth and Tiverton.

This EIS will investigate scientific
and engineering studies and other
activities necessary to determine the
environmental and socioeconomic
impacts of various alternative
rehabilitation and replacement
scenarios to address the substandard
condition of the Sakonnet River Bridge.

Rhode Island Bridge Number 250,
known as the Sakonnet River Bridge,
was originally constructed between the
years 1954-1956. The main bridge
structure is comprised of 27 spans with
a total length of approximately 2,982
feet. According to the original design
plans, the structure was designed in
accordance with 1944 A.A.S.H.O
Specifications. The Sakonnet River
Bridge has been carrying highway traffic
for over 43 years. With the exception of
limited emergency repairs performed in
1997, and two partial painting contracts,
the structure has not undergone any
significant rehabilitation in over 20
years.

RIDOT conducted an in-depth field
inspection of the bridge during
September and October, 1997, and
March and April, 1998. The inspection
of the bridge found significant
deficiencies in the concrete support
piers and abutment walls, the steel
substructure, and the bridge deck.

The majority of the bridge is
supported by either main girders or
trusses. These members have been
identified as non-redundant and
fracture critical; therefore, their
deterioration and eventual failure could
result in a compromise of the structural
integrity of the bridge and possible
collapse of the structure.

Due to the extensive nature of the
rehabilitation required to address the
structural deficiencies of the Sakonnet
River Bridge, RIDOT is also considering